so many members of her crew. I reques

that you will be good enough to transmit

the above message to its high destination

I have the honor to be, with the highes

consideration, sir, your most obedient,

Day, Washington:-Archbishop Saens ex-

Secretary of State:-The news of the sad accident which has befallen the Maine has

deeply touched me, and I beg leave to ex-

press my condolence and sympathy with the families of the unfortunate victims.

My government cannot fall to feel deep

concern on account of the loss which th

United States has just experienced. Be

pleased to accept, Mr. Secretary of State,

the assurances of my highest consideration.
J. N. LEGER.

Berlin, Feb. i7.
President of the United States, Washing

ton: Let me express my sincere sympathy to

Sherman. Secretary, Washington.

The first lord of the admiralty requests me to express the admiralty's and his personal sympathy with our government and navy in the loss of the Maine. Various members of the diplomatic body have called, including the Spanish ambassador.

WHITE.

London, Feb. 17.

Sherman, Secretary, Washington.

Prince and Princess of Wales request me to convey to the president and secretary of the navy the expression of their horror at the terrible accident which has happened to the Maine and of their profound sympathy with them and the whole American nation at the occurrence.

HENRY WHITE.

Imperial Legation of Turkey.
Charge d'affaires ad interim of Turkey has the honor to convey to his excellency, the secretary of state, the deepest regrets of the Ottoman government on account of the deplorable accident which has befallen the Maine.
February 17, 1898.

Paris, Feb. 17, 1888.

Sherman, Secretary, Washington:—President Faure asked personal interview in which he requested me to express his warmest sympathy and profound sense of condolence to President McKinley regarding the appalling catastrophe to the Maine, and to convey an assurance that the French people, especially the French navy, are deeply touched by the death of the gallant officers men who lost their lives at

officers ... men who lost their lives at their post f duty. PORTER.

London, Feb. 17, 1898.

Sherman, Secretary, Washington:—I have received the following message from the Duke of Connaught:

"Pray accept my sincere sympathy at the terrible accident which has befallen the warship Maine. I deeply deplore the loss which your navy and country have sustained."

WHITE.

New York, Feb. 17, 1898.

Secretary of State:—Undersigned committee of Spanish residents of New York respectfully tender sincere sympathy and regret for dreadful disaster to Maine, with appalling loss of life.

For the committee

appalling loss of life.

For the committee:

JOSE F. NAVARRO. Chairman;

ANTONIO CUYAS, Secretary;

ARTURO CUYAS CVIADRO,

E. M. CASTILLO.

Secretary Long received the following cablegram from the Russian minister of marine at St. Petersburg:

"I have just received the news of the Maine's terrible disaster. I beg you to accept my own and the Russian navy's sincere sympathies and condolence.

"VICE ADMIRAL P. TYRTOW,"

"Minister of Marine."

during the day:
"I regret with all my soul the horrible catastrophe of the Maine, and send my condelence for the victims and their families. Spanish navy is in mourning for American navy.

"Naval Attache, Spanish Navy."

London, Feb. 17.—Lord mayor of London, Horatio David Davies, has sent the following message to United States Ambassador Colonel John Hay: "In behalf of the citizens of London and myself personally I beg to convey to your excellency our heartfelt sympathy in the terrible calamity which has befallen the American people by the loss of so many of their gallant soldiers."

Berlin, Feb. 17.—At the subscription ball yesterday evening Emperor William expressed to the United States ambassador, Mr. Andrew D. White, "my sincere regrets and sympathy at the loss of the Maine, and I hope it will not be so bad as the first news indicates."

Admiral Knorr, the commander-in-chief of the German navy, called to-day at the United States embassy and expressed the German navy's sympathy. Admiral Von Tierpitz, the secretary of the navy, sent an officer on the same errand.

WAR WOULD DISRUPT SPAIN

Ex-Consul R. W. Turner Says Any

Grave Crisis in Spain Means

Civil War.

Topeka, Kas., Feb. 17.-(Special.) R. W.

Turner, consul to Cadiz under President

Harrison, in discussing Spain to-day said:

monarchy would not survive six months

The Spanish army and resources are now

depleted. The army has for years been

saturated with Republicanism, and during

ail that time the Carlists have been watch-

ing and waiting for an opportunity to over

throw the present government. Any grave

war. It is true that a declaration of war made by the United States might have the

effect of unifying the different factions of

the Spanish nation, but it could be for a short time only. It is my belief that within

a year both Cuba and Spain will be re-

which would be occasioned by war with the

United States had subsided, all the presen

and the then aggravated evils existing in

Spain would be charged to the account of

and Republicans would unite against it in

a great civil war, which would finally give the Republicans control, as they are more

numerous than the Carlists, and in the end

the present monarchists would favor the

Cadiz, Seville, and many other Spanish cit

es are Republican, and have several time

elected, in each and every district, Repub

icans to the Spanish cortes (congress)

Danube blue. The monarchy is at an end. Be warned by the fall of Mary Stuart and

"On such occasions the papers were

quickly suppressed by the government and

Marie Antoinette while there is yet time."

the editors thrown in prison."

icans. Madrid, Barcenola, Zaragoza,

present reigning family, and Carlist

crisis in the affairs of Spain means

'If war should be declared, the Spanish

tary Long received the following

who lost their lives at

Legation of the Republic of Hayti.

presses sympathy for Maine disaster.

JULIAN PAUNCEFOTE.

HYATT.

London Feb. 17.

London Feb. 17.

Santiago de Cuba, Feb. 17, 1898.

mangled and drowned. Apropos of this, it is told of Captain Sigsbee that he was writing a letter to his wife in his port cabin when the explosion occurred. All the lights were instantly extinguished. bee, running out, bumped into a perfectly disciplined marine orderly, who, amid shricks, groans, flames and horror and in the dark, saluted and said: 'Sir, I have to inform you that the ship has been blown up and is sinking."

"The brave marine is named William Anthony. He said to me to-day, when I spoke of it: 'Oh' that's nothing; any Yankee marine would do that.'

This coolness was noticeable everywhere among the men, and when the boats and their maimed loads had left the creek for the hospital there was no jabbering. no excitement. The officers who had something to do did it quietly. The others said nothing. All stood this Samoa of fire as coolly as others once gave three cheers for the British warship Calliope at the Pacific Samon of hurricane.

"The correspondents of the Madrid press have sent home foreboding messages and on the civil side of the palace there are grave apprehension and scant courtesy. When I asked Secretary Congosta to aid me in talking to General Solano over securing the reopening of the cable for the messages of the Maine's officers, he coldly said that it was none of his business, that General Solano was in sole charge. Fortunately that gentleman was courteous and the messages went.

"In view of his present attitude, I shall now quote what Secretary Congosto, then the acting governor general, or fulfilling the functions of that responsible position, said to me the night before the Maine arrived. Consul General Lee had told him that afternoon that a warship would come. Congosto belligerently objected. General Lee then said: 'Remember, if any trouble does occur, I shall have the whole fleet here in

"Shortly after I saw Secretary Congosto and he was very mad. He was also indis creet. He said to me: 'If your people would only let us alone it would be all right. Spain has put up with more than any other nation would have done. I have warned you that there will be trouble if the Maine comes here. Now bring your ships here. If you want war, you can have You will find Spain has not forgotten

"I took these words at the time as the angry utterances of an overtaxed diplomat. Now they seem to mean something.

"Two days ago a Spanish daily here claimed Senor DeLome wrote his famous letter and caused its capture because he saw no gain in further delaying a break between the two governments."

### CAPTAIN SIGSBEE'S STORY. Refuses to Give an Opinion as to the

Cause of the Terrible Disaster.

Havana, Feb. 17.-Captain Sigsbee, com-mander of the Maine, said to-day, when

asked as to the explosion: "There is very little that I can tell you I was in the cabin at the time. I had just finished a letter to my family when that enormous crash came. The ship lurched heavily to port, and I knew in an instant what it all meant-that it meant that my

ship had blown up. "All the cabin lights were put out and as I groped my way out of the apartment met my orderly running toward me. Reaching the deck, I gave orders to post sen-trics, keep silence and to flood the magazines. The magazines were already flood-ing themselves. I saw then that a disaster was complete; in fact, I noticed a few of

our men struggling in the water. "Only three boats were left of the number carried. These, the gig, barge and se ond whale boat, were lowered as quickly as we could get them in the water. There was a big hole knocked in the side of the barge, and it is a wonder that it did not

sink with the few who had climbed into it."
"What do you think caused the explosion?" I asked Captain Sigsbee. "You will have to excuse me from answering that," he replied. "In such cases it is best not to think; it is best to know. That requires investigation and time.

#### STORY OF THE MAN ON WATCH. Licutement Blandin, Who Was Also in the Apla Disaster, Tells of

the Explosion. Key West, Fla., Feb. 17.-Lieutenant John J. Blandin, of Baltimore, one of the Maine's survivors, who is at the Key hotel gave the correspondent of the Asso of the disaster, saying that not until now has he been able to recollect the sequenof events in the awful ten minutes follow ing the explosion Tuesday evening. Lieu time of the disaster off Samon, in March 1889, when American and German vessels lost 244 men, all told. Lieutenant Blandin

"I was on watch, and when the men ha been piped below, I locked down the main hatches and over the side of the ship. Everything was absolutely normal. I walked aft to the quarterdeck, behind the rear turret, as is allowed after 8 o'clock in the evening, and sat down on the por side, where I remained for a few minute ne reason I cannot explain to myself now, I moved to the starboard s and sat down there. I was feeling a bit glum, and, in fact, was so tired that Lieutenant Hood came up and asked laughingly if I was asleep. I said, 'No; I am on

"Scarcely had I spoken when there came a dull, sullen roar. Would to God I coul ot out the sound and the scenes that followed. Then came a sharp exp some say numerous detonations. I remember only one. It seemed to me that the nd came from the port side forward. Then came a perfect rain of missiles of all kinds, from huge pieces of cement to blocks of wood, steel railings, fragments of gratings, and all the debris that would etachable in an explos

"I was struck on the head by a piece of ement and knocked down, but I was not burt, and got to my feet in a moment Lieutenant Hood had run to the poop, and I supposed, as I followed, he was dazed shock and about to jump overboard. I halled him and he had answered that he had run to the poop to help lower the boats. When I got there, though scarce a minute could have elapsed, I had to wade in water to my knees, and almost instantly the quarterdeck was awash. On the poop I found Captain Sigsbee, as cool as if at a ball, and soon all the officers except Jenkins and Merritt joined us. The poop was above water after the Maine settled to the bottom. Captain Sigsbee ordered the launch and barge lowered, and the officers and by this time had assembled, got the boats out and rescued a number in the

"Captain Sigsbee ordered Lieutenant Walnwright forward to see the extent of the damage, and if anything to extinguish the flames which followed close upon the explosion, and burned fierce ly as long as there was anything combusti ble above water to feed them.

"Lieutenant Commander Wainwright, or his return, reported the total and awfu character of the calamity, and Captain Sigsbee gave the last sad order, 'Abandon ship,' to men overwhelmed with grief, indeed, but calm and apparently unexcited.

"Meantime, four boats from the Spanis ed soon by two from the Ward line steam City of Washington. The two boats low ered from the City of Washington were found to be riddled with flying debris from the Maine and unfit for use. Captain Sigs bee was the last man to leave his vessel

and left in his own gig.
"I have no theories as to the cause of the explosion. I cannot form any. An examina divers may tell something to court of inquiry. 1, with others, had heard that the Havana harbor was full of to pedos, but the officers whose duty it was to examine into that reported that they

### SPAIN'S NAVY AND UNITED STATES NAVY.

Washington, Feb. 17.-The United States has nine battleships of the first class, Spain has one. On her nine ships this country has 136 heavy guns and 297 second battery guns. These nine first class battleships have an average tonnage of something over 11,000. The destruction of the Maine in Havana harbor leaves this country with only one second class fighting ship. That is the Texas. In coast defense seagoing vessels the United States is strong. Spain has no vessels at all of this Spain outnumbers the United States in the matter of torpedo boats, but, taking it all in all, the American navy is very much stronger than that of Spain. Here is a table which shows precisely the comparative strength of the two countries:

UNITED STATES.

Massachusetts	Pelavo	9.9
Indiana	L ciay o	 
Oregon10,288		
Kearsarge		
Kentucky		
Illinois		
Alabama		
Alabama     11,525       Wisconsin     11,525       Iowa     11,410		
Iowa11,410		

Texas ...... 6,315 Numancia ...... Vitoria ...... SEAGOING COAST DE FENSE IRONCLADS. Monterey .. 4.138 6,060 3,990 3,990 3,990 3,990 Amphitrite NON-SEAGOING COAST DEFENSE IRONCLADS.

ARMORED CRUISERS.

ARMORE D RAM. 

PROTECTED CRUISERS. STEEL STEEL Alfonso XIII..... 
 Minneapolis
 7,375
 Alfonso XIII
 5,000

 Columbia
 7,375
 Lepanto
 5,800

 Olympia
 5,870
 Marquis de la Ensenada
 1,040

 Philadelphia
 4,500
 Isla de Cuba
 1,040

 Chicago
 4,500
 Isla de Luzon
 1,040

 Newark
 4,088
 Alfonso XII
 3,040

 Baltimore
 4,088
 Alfonso XII
 3,090

 Cincinnati
 2,212
 Reina Mercedes
 3,090

 Raleigh
 3,213
 Conde de Venadito
 1,152

 Charleston
 3,300
 Don Antonio Ulioa
 1,152
 Reina Christina
Reina Mcrcedes
Conde de Venadito
Don Antonio Uiloa
Don Juan de Austria
Infanta Isabel II Atlanta ...... Detroit ..... Vilmington ..... .. .. ........ ...... WOOD. 1,000

| WOOD. | Castilla | | Castilla | The second-class ships of the Spanish navy were built thirty-five years ago, and have been refitted and rearmed, but are very much inferior to the Texas, the only second-class ship now remaining to the United States.

In the list given above Spain is credited with her full strength. It should be borne in mind that the first-class battleships of the United States are admittedly among the finest in the world, and that the Pelayo is some thousands of tons lighter, is older in style of construction and much lighter in her armament. The Spanish armored cruisers are good ships from every point of view, having two guns that are heavier than any carried by the New York or the Brooklyn, but either of these two Yankee boats would be more than a match for one of the Vizcaya class, because of the pre ponderance of its guns. The Texas and the now defunct Maine have been compared with the Numancia and the Vitoria, but neither of the latter could stand for five minutes before either of the former. Indeed, the Texas or the Maine, if it were still above water, singly could capture or sink both of the Spaniards of the second class. Spain has more men in her navy than the United States. She has a total of 1,009 of

ficers, and the United States 982, including those of the marine corps. Spain has 16,-360 seamen, the United States 12,600. The total active list in the Spanish navy is 24,-629, and that in the United States navy 13,582. Spain has 25,000 naval reserves, or as many men in that department as there are in the army of the United States. The total number of reserves for the United States navy is 2,500.

Great progress has been made by the navy of the United States since 1874. that year the Spanish ridiculed the motley fleet the United States sent South to chforce the demand for reparation for the Virginius affair. A Spanish newspaper published in New York, the Cronista, declared that 12,000 Spanish regulars could march from New Orleans to New York, to which the American newspapers replied: "They could if they behaved themselves. But if not the police would be forced to take

And although the American navy is far superior to the Spanish the Spaniards are so patriotic and proud that they seem to shut their eyes to the facts in the case. Not long ago a Spanish gentleman occupying the post of consul at an American port averred to a well known American author that he and his countrymen would hall with delight an outbreak between the United States and Spain. When asked why, he replied: "First, we would eat up your little navy, then destroy your cost fortifications and lay your cities under tribute." Of course better information is possessed by Spain's ministers as to the strength of the United States, and war seems to be foreign from their utterances.

In the one point of torpedo catchers Spain is numerically stronger than this country, but the highest speed attained by any of them is 20.5 knots, and at that rate they would have a difficult time in catching our No. 6.

the disaster. Time may tell. I hope so. We were in a delicate position on the Maine so far as taking a was concerned. We were friends in a friendboat boarding us unless convinced that her

intention was hostile. "I wish to heaven I could forget it. I have been in two wrecks now, and have lows: n vet resonant roar, as if the bottom of the sea were groaning in will haunt me for many a day, and the re-flection of that pillar of flame comes to me even when I close my eyes."

#### STORY OF AN EYE-WITNESS. Passenger on the City of Washington Describes the Blowing Up of the Maine.

Key West, Fla., Feb. 17 .- Jose M. Mann, of New York, a passenger on board the City of Washington, of the Ward line, which was moored near the Maine on Tuesday night at the time of the disaster, in oing the catastrophe to-day, said:

"While we were conversing in the cabin, at about twenty minutes past 9 on Tuesday night, a loud report startled the company They rushed to the port holes and saw an immense flash shoot up in the air, with a terrific report. Debris of all kinds and a arge number of bodies were thrown upwards. It was at first believed that th Maine was being fired upon, but afterward, as the City of Washington wa struck by what turned out to be falling debris, and she careened, it was thought it was the Washington that was being fired upon. A second explosion took place, and, following it, we heard groans and cries of

'Help, Help us!' "The boats of the City of Washington and those of the Spanish cruiser Alfonso XII. were hurriedly launched and went to the rescue. I went into one of the boats of the City of Washington, and the scene witnessed were heartrending beyond de-

"Two of the small boats on board the City of Washington were stove in by debris from the Maine. The battleship sank even after the explosion. The City of Washington was converted into a veritable hospital. Many of the rescued men were brought on board almost nude, and the passengers gave them clothing, etc. The officers of the City of Washington did all in their power to make the rescued men comfort

"About half an hour after the explosi-Consul General Lee, the civil governor of Havana and Captain General Blanco's chief of staff came on board, General Le remained with us all night."

# AN INCENDIARY CIRCULAR.

nflammatory Handbill Designed to Foster Anti-American Sentiment

Scattered About Havana. nform you that I am commanded by the New York, Feb. 17.-Medical Director

found no signs of asy. Personally, I do not Wood, of the naval hospital, Brooklyn, is elieve the Spanish had anything to do with in possession of the copy of a circular. incendiary and outrageous, which was pass ed about the streets, on railway cars and other places in Havana. A translation of ly, or alleged friendly, port, and could not this circular was sent to Medical Director fire upon or challenge the approach of any Wood by an officer on the Medical Director picked it up while on a train returning from a bullfight. The circular is as fol-

"Spaniards; long live Spain and honor. "What are ye doing that ye allow yourselves to be insulted in this way? Do you not see what they have done to us in with drawing our brave and beloved Weyler who at this very time would have finished with this unworthy rebellious rabble, who are tramping on our flag and our honor? Autonomy is imposed on us to set us to one side and to give posts of honor and authority to those who initiated this rebelllon, these ill-born autonomists, ungrateful

sons of our beloved country. "And, finally, these Yankee hogs who meddle in our affairs, humiliating us to the last degree, and for still greater taunts, order to us one of the ships of war of their rotten squadron, after insulting us in their newspapers and driving us from our

homes. "Spaniards, the moment of action has arrived. Sleep not. Let us show these vile traitors that we have not yet lost shame, and that we know how to protect with energy befitting a nation worthy and strong as our Spain is and always will be. "Death to Americans! Death to auton

my! "Long live Spain! Long live Weyler!" Mrs. Jungen, wife of Lieutenant Carl W. Jungen, watch officer on the Maine, is at the home of her uncle, Medical Director Wood. In answer to questions as to whether any of her husband's letters indicated a feeling existing in Havana against Amer-

ican officers, she said: "Oh, yes. In all the letters from my husband, he has spoken of the bitter feeling against the Americans, which was everywhere apparent. This was among the lower class of Spaniards, understand-Weyler's followers. In a letter dated as late as February 10, he used the significant expression: 'If we don't get away from here soon, there will be trouble." "

### MESSAGES OF CONDOLENCE. From Every Quarter of the Globe

Come Expressions of Grief at the Maine Disaster. Washington, Feb. 17 .- A number of mes-

ages have been received at the state department from foreign governments expressing regret in connection with the Maine disaster. Among them are the fol-Secretary of State:- I have the honor to

After every Republican triumph at th polls, the papers of that party have openly addressed editorials to the queen regent demanding in such language as "Take the northern bound express, and, with your sickly boy, hie away to the banks of the

#### DID SIGSBEE GIVE WARNING? Chicago Tribune Special Says H Urged That No More Shins Re-Sent to Havana.

Chicago, Feb. 17.—The Tribune's special from Washington says: "'Don't send any more warships here. They are prepared to blow us up. "What will be thought of the theory of

an accident to the Maine when it is known that such a warning was sent to Washing ton from Havana several days ago? "Warning of the disaster which befell the battleship Maine was received in Washingqueen to convey to the president the ex- ton some time ago and apparently disre

pression of her majesty's sympathy with garded. If not disregarded, the secret of the anxlety of officials was well kept.
"Securely reposing in the secret files of the governor also said that he would be the American people on the occasion of the sad disaster which has befallen their navy by the loss of the battleship Maine and of

the state department is a cipher dispatch from Captain Sigsbee of the battleship Maine. It was presumably sent by special there. At any rate, it was delivered by Secretary Long to Assistant Secretary Day. It contained in effect a solemn warning from Captain Sigsbee that no more battleships could safely be sent to Havana harbor without serious consequences.

"The captain declared that his ship was in a dangerous position, and that he had reason to believe that it was intentionally placed where it would be subject to the fire of masked batteries from the land and almost directly over the submarine mines or torpedoes. He expressed the opinion, with all due deference for his superiors that no more ships should be sent to Havana harbor for show purposes merely, or to make a demonstration of force. He warned the department that this would be exposing the ships to the possibility of destruction. He did not himself propose to leave Havana, as to do so would seem like running away from threatened danger, but he was very firm in regard to the folly of exposing other ships to the danger which he felt and almost knew hovered over his own command,

you and your country at the terrible loss of the Maine and the death of so many brave officers and men of your navy. WILLIAM, I. R. "At the time when it was first rumored that the Maine was to be sent to Havana Legation of the Greater Republic of Cen-Legation of the Greater Republic of Central America:

I have received instructions from the diet of the Greater Republic of Central America to inform the supreme government of the United States of America, through your excellency, that both it and the governments of the states which compose that republic feel profound regret on account of the disaster which befell the Maine night before last in the port of Havana. Minister Dupuy DeLome was both indig-nant and belligerent. He said with the utmost frankness to officials of the state de-partment and leading members of congress that the sending of a ship to Havana har-bor would be considered distinctly as a hostile act. He also expressed an opinion that any ship sent there would be blown up sooner or later. To members of the for Inavana.

In obeying these instructions, I take pieasure in renewing to you, Mr. Secretary, the assurances of my highest consideration.

LOUIS F. COREA. eign affairs committee he stated that the entire harbor was planted with torpedoes

of which means of defense were operated

"When Captain Sigsbee's secret dispatch

was received at the department it was

thought he was unduly alarmed and had

been influenced by rumors on the street and

in the cafes. No more ships were sent to

him, but the torpedo boat Cushing was de-

tached from the fleet at Tortugas and dis-

patched to Havana with the supplies which were originally to have gone by one of the

smaller boats. The warning of Sigsbee

coupled with the threatening talk of De

Lome, is quite sufficient to cause well post-

ed officials at the state and navy depart

ments to express the belief that it was no

accident which blew up the Maine and

buried nearly 300 brave sailors under the

slimy waters of Havana harbor." Washington, Feb. 17.—The navy depart

ment authorizes a denial of the statement attributed to Captain Sigsbee that he rec

ommended to the department before he

sailed for Havana that no other ship than

the Maine be sent to Havana because the

ship was to be selected for the visit, twelve

hours before his departure. He was then

ment for his ship reached Key West. The

respondence with the department bey

Evidence in Many Quarters of a Feel-

ing That War May Be

Near.

United States the "moral and material sup-

port" of Illinois, "to prevent or punish any

attempt at hostile invasion of our coun-

try." This he did in a message to the sen-

ate and house. In the senate the message

on the Berry police report was interrupted

the deepest silence in the senate, and at its

conclusion there was a burst of applause

State of Illinois, Executive Department,

"The news of the calamity which has

overtaken the United States battleship

Maine and its ill-fated crew fills me with

grief and horror, and I assume that the

eneral assembly will, by joint resolution

express the sympathy of the people of this

state for the gallant dead and wounded of

our navy and for the surviving relatives.

of the Maine was the result of intentior

and trust that the official investigation or-

that it was due to accidental cause. In

view of the uncertainty which exists as to

this point, it would seem that, before the

legislature adjourn sine dle, it should au-

thorize the executive to tender to the pres

ident of the United States, on behalf of

the state of Illinois, whatever moral and financial support may be necessary in this

emergency to maintain the honor of the

American flag and to prevent or punish

"JOHN R. TANNER, Governor."

any attempt at hostile invasion of our

The state senate this afternoon unani

mously adopted a joint resolution indorsing

the action of the governor in issuing the

message and formally authorizing him to

"tender to the president of the United

States all moral and material support that

may be necessary in this emergency to

maintain the proper dignity of our republi

The resolution was unanimously co-

curred in by the house. The governor re-

ceived numerous congratulatory telegrams to-night from people throughout the state,

among others being a tender of the service

Boston, Feb. 17.-Representative Freder

ick introduced an order in the Massacht

setts house of representatives to-day in

structing the joint committee on military

affairs to make an investigation into the ar

mament of the artillery of the militia of

this commonwealth and to report as soon

as pssible to the general court whether any

action by the legislature is necessary in or-

Topeka, Kas., Feb. 17 .- (Special.) Twen-

v-one students in the senior class of the

an agreement to tender their services as

surgeons to the United States government

ginning to-morrow, the faculty will give a

Topeka, Kas., Feb. 17.—(Special.) Gov-ernor Leedy is bloodthirsty. If President

McKinley decides to declare war against

Spain he will find Kansas ready," said he

to-day. "We can have the entire state mili-

in case of war over the Maine affair. Re

special course in military surgery.

der to secure the effectiveness of the mil

and the honor of the American flag.

colonel, Marcus Kavanaugh.

dered by our government may demonstra

from both sides. Following is the govern-

or's message:

civil

Springfield, Feb. 17, 1898

To the Honorable Senate.

While it was being read by

the acknowledgment of the orders.

from the shore.

The governor also said that he would be glad to lead the Kansas troops, providing he could get away. Others around the state house think that he could get away courier to Key West, and forwarded from all right, as Ed Little could just continue

> Jefferson City, Mo., Feb. 17 .- (Special.) Governor Stephens stated to-night that he had received no request from President McKinley for troops, nor anything regarding the mobilization of the N. G. M. for war purposes. He stated further that if it should be ascertained that the Maine dis aster was the work of the enemy, then congress should declare war at once

> Frankfort, Ky., Feb. 17.-A resolution was offered in the legislature to-day, and set for consideration to-morrow, instructing the senators and requesting the representatives in congress from Kentucky to do all in their power to secure the independence of Cuba. The resolution denounces the treachery of Spain and the failure of autonomy and all other efforts of the United States government to secure peace.

Cincinnati, O., Feb. 17 .- A resolution will be offered in the Cincinnati chamber of commerce to-morrow calling upon congress to take some action in regard to Cuba. It commends the conservative policy of the present and preceding administrations, but says that in the interest of humanity and of the commercial relations that have so ong been disturbed some stop should be put to the present condition of affairs.

Richmond, Va., Feb. 17 .- Both houses of the legislature to-day passed resolutions ordering the national and state flags over the state capitol half-masted for twentyfour hours, as a mark of respect to the American sailors who perished at their posts of duty on the Maine. and protected by submarine mines, both | The house also passed a resolution de-

TORPEDO BOAT CUSHING, SENT TO HAVANA.

to the right along San Rafael street to the emetery.

The population that lined the route gave every indication of the profoundest re-

Elaborate preparations had been made for the interment of the dead. The bodies were brought to the city hall, where they rested in coffins covered with beautiful crowns of silk ribbons, with appropriate inscriptions. The crown from the city council bore the inscription, "The People of Havana to the Victims of the Maine." There was a handsome crown of silk ribbons, in Spanish national colors, with the inscription, "The Navy Department at Harana to the Victims of the Maine." Among other tokens are one from Lawton

childs, with the inscription, "To Our Brave Dead Sailors," a flower cross from the New York Morning Journal and Advertiser, an emblem from the Havana Yacht Club, and floral or other tributes from M. Carranza, Senora Emila Maas and Senora Magadelana Delores Martinez.

Crowns were also received from the captain of the port, the mayor of Havana and the officers of the port. These were in the panish-national-colors, and were inscribed: "To the victims of the Maine." Other funeral tokens were the offerings of La Discussion, Joseph Pulitzer, Senor Bellsario Marinez, Robert Merry and others,

## NOTABLE NAVAL DISASTERS.

Many on Record in Which the Loss of Life Exceeded That at Havana.

Washington, Feb. 17 .- In the history of he American navy no disaster is recorded n which the loss of life was so great as that attending the loss of the Maine. The only recent parallel is the Samoon disaster in March, 1889, when four officers and forty-six men of the Pacific coast squadron the harbor of Apia and surrounding waters. In this hurricane the United States men-of-war Trenton, Vandalla and Nipsic, and the German steamers Adler and Eber were wrecked. Ninety-six of the crews on the

German vessels were lost.

Going further back, the wreck of the United States sloop of war Huron off the coast of North Carolina, November 24, 1877. during a terrible gale, offers the most striking comparison. In this wreck 100 lives were lost and the vessel was broken to pieces

on the shore.

The only magazine explosion of recent years on a United States warship took place on the Missouri while she was lying at anchor at Gibraltar. The explosion caused great damage to the vessel, but was fortunately attended with no loss of

Other navies have suffered far more se verely than that of the United States during the last quarter of a century. One of he most terrible disasters was th ing of the Spanish cruiser Reina Regenta March 11, 1895, in the Atlantic ocean, near the entrance to the Mediterranean sea, when more than 400 person; were drowned. Great Britain suffered a loss equally Great Britain suffered a loss equally appalling June 22, 1833, when the battleship Victoria sunk after colliding with her sister ship Camperdown during maneuvers off the coast of Tripoli. The loss of life was twenty-two officers and 336 of the crew. Three years previous the British torpedocrulser Serpent was wrecked in a storm off the northwest coast of Spain and all but three of a crew of 170 officers and men were lost.

were lost.

Another wreck famous in naval history is that of the British warship Doterel, which was destroyed by an explosion April 25, 1881, while lying at anchor in the Straits of Magellan. The explosion wiped the vessel off the face of the waters, leaving but seven alive out of 150 officers and sailors on board. This was supposed to have been a case of explosion in the ship's magazine.

Some of the other notable disasters in the history of ocean navigation, in which warships alone have been destroyed, are given in the following list, dating as far back as 1780, when a storm on the English coast destroyed eight British men-of-war with their crews: Lives lost.

men rescued fan. 30. 1816—Transport Scahorse, lost

Sept. 7, 1879—Ironciad turret ship Captain, foundered near Cape Finisterre during a heavy squall, and went down in three minutes

Sept. 1, 1876—H. M. S. Vanguard, ironclad, collided with H. M. S. Iron Duke during maneuvers off Wicklow coast and sunk without loss of life.

Aug. 30, 1876—H. M. S. Thunderer, boller exploded during trial trip near Portsmouth; 50 wounded

March 24, 1878—H. M. S. Eurydice, training ship, foundered in a gale off the Isle of Wight

May 31, 1878—German fronciad Grosser Kurfurst sunk by collision with the Konig Wilhelm

Feb. 10, 1850—British training ship Atlaianta, lost in a gale during her trial

telegram was dispatched after num of telegram was dispatched after num of telegram was delivered to him at Tortugas that was delivered to him at Tortugas that the government has cabled instructions. The government has cabled instructions are commander of the warship Viscaya, Defence and Hero, stranded on the coast of Jutland; Admiral Reynolds and all the crews perished and 18 sea

Orders have also been issued to Captain NATION DEEPLY CONCERNED. Peral to open an inquiry into the cause of the disaster to the Maine.

nessage from the Washington gove thanking Spain for the assistance rendered by the Spanish authorities at Havana after Springfield, Ill., Feb. 17 .- Governor Tanthe disaster. ner called on the legislature to authorize him to tender to the president of the

loss of the Maine, says: "Such a catastrophe to humanity claims indefeasible rights, and the rancours of politics are ilenced. Every great calamity brings home to the two people, divided though be by animosity and rivalry, that came as a profound surprise. The debate they belong to one and the same family. Our noble hearted nation, seeing the victims of the Maine, forbears to think of its differences with the United States. Tothe governor's private secretary there was morrow it will return to the defense of its rights against all. But for to-day it feels only sincere and loyal compassion for the mmense misfortune. Happy, indeed, were the Spaniards who, by saving the lives of the crew of the Maine at the risk of their own, were thus enabled to prove the sentiments of all Spaniards and the traditions of Spain.

have been forced to keep drawn to the "I am unwilling to believe that the loss those who weep.'

#### FUNERAL OF THE VICTIMS. wenty-two Recovered Bodies Interred at Havana With Elaborate Ceremonies.

Havana, Feb. 17.-The interment of the twenty-two recovered bodies of the maryrs of the Maine took place this afteroon about 5 o'clock. Shortly before that hour, all Havana was in mourning. flags on the public buildings were at half mast, and many of the houses were draped in mourning. All classes were represented in the throngs that filled the streets along which the funeral procession passed to the

The Municipal Guards on horseback, in full uniform; the city fire brigade; the mu nicipal employes, the aldermen in seven plendidly decorated firemen's cars, special cars bearing the remains, nine bodies being carried on a splendidly decorated car; the clergy, deputations consisting of the chief officers of the army, navy and volunteers, representatives of various official bureaus and of the custom house, a committee representing the chamber of commerce, a delegation representing the grecers, the council of administration, representatives of the treasury, the press and arious political organizations; then the chief officers of the Maine, the representatives of foreign governments, the city magistrates, with their macebearers; provincial deputies, employes of the general and regimental autonomatic governments, the municipal macebearers; then General Parado, with four aides de camp, representing General Blanco (whose personal appearance was not allowable der the law), having on his right United States Consul General Lee and on his left Kansas Medical college here to-night signed the mayor of Havana, the Marquis Larrinaga, Admiral Monterola, General Salano and other officers; two companies of

> The funeral cortege started from the principal entrance of the city hall on Weyler street, then turned to the right on Mer-

claring that the state recognizes with

#### THE FEELING IN MADRID. General Expressions of Sorrow at the Disaster Which Befell the Maine.

pride the wise courage with which Fitz-

hugh Lee is guarding American interests

Madrid, Feb. 17 .- A Spanish minister, who declines to have his name used, said to the correspondent of the Associated Press "All the official dispatches agree that the

loss of the Maine was due to an accident. We keenly regret that the jingo element, with palpable bad faith, are endeavoring to make capital out of the catastrophe." The United States minister, General Stewart L. Woodford, accompanied by his secretary, and the naval attache of the United States legation, Lieutenant G. L. Dyer, called at the admiralty to-day to hank the government for the proofs of harbor was too dangerous owing to the number of torpedoes planted in the bottom. consideration it has given and for the assistance of the Spantards of Havana in As a matter of fact, Captain Sigsbee had saving the survivors of the Maine.

not the slightest hint given him that his The queen regent presided at a cabinet meeting to-day. The subject chiefly discussed was the loss of the battleship Maine. The minister for foreign affairs, at Key West doing patrol work, and had gone to join the squadron at Tortugas be-fore the telegraph orders from the departsenor Gullon, read a dispatch on the subject from Washington, and the queen regent expressed sorrow at the catastrophe.

way to Havana, and there was no corleaving it to his discretion when to quit New York. Jan. 31, 1816—Transport Scanorse, 1834

Jan. 31, 1816—Transports Boadleca and
Lord Melville lost near Kinddale

Dec. 20, 1847—Man-of-war Avenger, lost
off north coast of Africa

Feb. 25, 1852—Troop ship Birkenhead,
struck on rock off coast of South Af-

The government has received a cable

El Liberal, commenting to-day on the

"We do not know what may happen tomorrow. We are prepared for any event. But to-day let us pass the sword which we left hand, and let us stretch out the right hand, not to those who insult us, but to

The order of the procession was as fol-

marines and infantry.

The funeral music was furnished by the ands of the Isabela la Catolica and Porto Rico battalions, which accompanied the

cadores street, then up O'Reilly street along tia ready to move on twenty-four hours' the right side of Central park and finally

voyage
April 22, 1891—Bianco Encalada, flagship
of revolutionary party in Chile, blown
up by a torpedo
Sept. 19, 1899—Turkish wooden frigate
Ertogrul, foundered in a gale off the
coast of Japan; 5 officers and 57 men saved out of a crew of nearly 600 ..... 533 BIG GUNS BEING MADE.

Niles Tool Works Pushing the Manu-

facture of Twelve-Inch Mortars

for the Government. Cincinnati, O., Feb. 17.-The big Niles tool works, at Hamilton, O., is turning out 12-inch mortars for the government for shipment as early as possible. Two naval attaches, assigned to the ordnance department, have been at Hamilton, en-gaged in pushing forward the work and superintending the construction of the huge pieces of ordnance. Within the past few days the work has been hastened to all appearances. The officials of the company deny that any special effort has been made to hasten the work since the recent war scare.

Despite these denials, there is every indication that the work has been hurried, and that the naval officers have been especially busy of late.

#### GENERAL WEYLER'S COMMENT. Says the Maine Disaster Was "Due to the Indolence of Her Crew."

Barcelona, Feb. 17.-Lleutenant-General Valeriano Weyler, who arrived here to-day, expressed the opinion, in the course of an interview, that the disaster which had befallen the United States warship in Havana harbor was "due to the indolence of her crew." He announced his intention to ask the

government's permission to go to Havana and stand as a candidate for the chamber of deputies for the Havana district. GEN. GOBIN ON THE DISASTER.

#### Says This Is the Time for Grand Army Men to Stand Together.

Wilmington, Del., Feb. 17.-General J. P. S. Gobin, commander-in-chief of the Grand Army of the Stepublic, attended the encampment of the Delaware G. A. R. tonight, and in the course of an address touched upon the Maine disaster. He said:

"If there is ever a time when Grand Army men should stand together, it is now, when the sword is half out of the scabbard. Leading opinion of the Grand Army wants to know whether it was an accident or a dastardly crime. If it was an accident, amenda can be made, but if